CITY COUNCIL, CITY OF LODI
CITY HALL COUNCIL CHAMBERS
WEDNESDAY, MAY 17, 1989
7:30 P.M.

ROLL CALL

Present: Council Members - Hinchman, Olson, Reid, Pinkerton and Snider (Mayor)

Absent: Council Members - None

Also Present: City Manager Peterson, Assistant City Manager Glenn, Community Development Director Schroeder, Assistant City Engineer Richard Prima, City Attorney McNatt, and Deputy City Clerk Johnson

INVOCATION

The invocation was given by Pastor Bob Weishoff, Emanuel Lutheran Church

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Mayor Snider

PRESENTATIONS

PROCLAMATIONS

Mayor Snider presented the following proclamations:

CC-37

a) "National Public Works Week"

b) "VFW Buddy Poppy Week"

c) "American Legion Auxiliary Poppy Week"

CONSENT CALENDAR

In accordance with report and recommendation of the City Manager, Council, on motion of Council Member Reid, Hinchman second, approved the following items hereinafter set forth with the exception of item E-6 - "Purchase of copier for City Hall".

* *

CLAIMS CC-21(a)

Claims were approved in the amount of $1,606,619.11.

MINUTES

The Minutes of April 19, 1989 and April 25, 1989 were approved as written.

REPORT RECEIVED FROM STATE DEPARTMENT OF FINANCE REGARDING POPULATION AND HOUSING ESTIMATES AS OF JANUARY 1, 1989

CC-7(f)
CC-36

The City Council received a report from State of California Department of Finance regarding population and housing estimates as of January 1, 1989. The estimates for Lodi are a total population of 49,221 and 19,327 total housing units. State Law has been changed so that the City no longer has to ask that these estimates be certified. Under present law the City may ask to decertify an estimate if something appeared not to be in the City's best interest.

Each year Lodi and every other city and county in California provides statistical information to the Department of Finance as the basis for the annual estimates of population and housing. This data includes (1) housing unit change, (2) mobile home park occupancy, (3) elementary school enrollment in Kindergarten through 6th grade, (4) annexations during the year, (5) population in group quarters (i.e. nursing homes, retirement homes, etc.), and (6) the number of units on master electrical meters.

The above data is submitted to the State by February 3. The estimate is completed by May 1, and cities have until May 25th to ask for decertification.

PROPOSED 1989-90 SAN JOAQUIN COUNTY COUNCIL OF GOVERNMENTS BUDGET

RES. NO. 89-55

CC-7(n)
CC-300

The City Council adopted Resolution No. 89-55 ratifying approval of the 1989-90 San Joaquin County Council of Governments Operating Budget.

The City Council had been requested by the Board of Directors of the San Joaquin County Council of Governments to ratify COG's 1989-90 operating budget previously approved by the Board. This is being done in compliance with the terms and conditions of the Joint Powers Agreement between COG and each member agency.

PURCHASE OF CLASS 2 AND CLASS 3 WOOD UTILITY POLES APPROVED

RES. NO. 89-56

CC-12.1(b)
CC-300

The City Council adopted Resolution No. 89-56 awarding the bid for the purchase of seven Class 2 and twenty-one Class 3 wood utility poles to the low bidder, McCormick & Baxter Creosoting Company of San Francisco, in the amount of $14,230.50.

On April 10, 1989, the City Council approved specifications and authorized advertisement for bids. Bids were opened on May 3, 1989, with the following results:

McCormick & Baxter, San Francisco $14,230.50

J. H. Baxter & Co., San Mateo $17,216.10

Proposal forms were also sent to two other previous bidders, Selma Treating and North Pacific Lumber; neither responded with bids.

Poles in seven lengths are included in this purchase:

Class 2	Class 3
2 ea 75-foot	10 ea 45-foot
2 ea 80-foot	10 ea 55-foot
2 ea 85-foot	1 ea 70-foot
1 ea 90-foot	

The Class 3 poles will be purchased to support the Electric Utility Department's ongoing maintenance program of replacing damaged or deteriorated poles currently in service. The Class 2 poles are being purchased to meet the Utility Department's revised minimum inventory standards.

Delivery is expected about ten weeks after placement of the order. Funding is available in the Electric Utility Department's operating fund.

ITEM REMOVED FROM AGENDA - AGENDA ITEM E-6

Agenda item E-6 "Purchase of Copier for City Hall" was removed from the agenda.

CLASS SPECIFICATION AND SALARY FOR CHIEF WASTEWATER PLANT OPERATOR APPROVED

RES. NO. 89-57

CC-34
CC-300

The City Council adopted Resolution No. 89-57 approving the class specifications and salary range for Chief Wastewater Plant Operator.

With the approval of the 1988-1989 Operating Budget, the City Council authorized the reallocation of an existing Wastewater Plant Operator II position to Chief Wastewater Plant Operator.

The salary range recommended for this classification is $2122.41 - $2579.84.

UNDERGROUND TANK INSTALLATION IMPROVEMENTS, 230 WEST ELM STREET AND 1331 SOUTH HAM LANE APPROVED

CC-90

The City Council accepted the improvements under the contract for "Underground Tank Installations, 230 West Elm Street and 1331 South Ham Lane" and directed the Public Works Director to file a Notice of Completion with the County Recorder's office.

The contract was awarded to Town and Country Contractors of Sacramento on July 20, 1988, in the amount of $157,234.00. The contract has been completed in substantial conformance with the plans and specifications approved by the City Council. One item of work - abandonment of the deep gasoline tank at 230 West Elm Street - was deleted because the Health District has not approved the City's abandonment plan. Staff is waiting for a response from the Health District on this matter.

The final contract price was $165,751.38. The difference between the contract amount and the final contract price is mainly due to removal and replacement of the City-furnished diesel tank at 230 West Elm Street. This tank did not pass the final leak test. A new tank was furnished by the supplier. Reimbursement for our costs is being negotiated with the supplier.

DEVELOPMENT IMPROVEMENT AGREEMENT ADDENDUM, 1314/1318 SOUTH WASHINGTON STREET APPROVED

CC-46

The City Council approved the Development Improvement Agreement Addendum for 1314/1318 South Washington Street and authorized the City Manager and City Clerk to execute it on behalf of the City.

The developer of 1314/1318 South Washington Street is installing a 6" water main in Washington Street across his parcel frontage. Since it is in the City's best interest to extend this 6" water main to Kettleman Lane to provide additional looping and eliminate two dead-ends, the City proposed this Development Improvement Agreement Addendum. The total cost of the City's responsibility for the work being done by the developer is $8,762.00. Costs for this project will be charged to the Elimination of Dead-End Water Mains Account.

CRIME PREVENTION FAIR AWARDS

RES. NO. 89-58

CC-24(b)
CC-96
CC-152
CC-300

The City Council adopted Resolution No. 89-58 commending the Lodi Police Department Personnel, Fire Department Personnel, and Parks Department Personnel for their time and effort in putting on the Crime Prevention Fair and authorized the retention of honoraria and awards received.

This year the Lodi Grape and Wine Festival presented the Crime Prevention Fair with five (5) $50.00 cash awards to be presented to booths in various categories. Of the five awards, three were won by City employees of the Fire, Parks, and Police Departments.

Since the employees were being compensated for their time by the City, the Resolution prepared by the City Attorney is necessary if they are to keep the funds. The individual amounts vary from $6.00 to $25.00 per person.

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COMMENTS BY CITY COUNCIL MEMBERS

The following comments were received under the "Comments by City Council Members" segment of the agenda:

MAYOR PRO TEMPORE HINCHMAN INQUIRES ABOUT POSSIBILITY OF A HEALTH/PHYSICAL FITNESS CENTER FOR EMPLOYEES

CC-24(b)

Mayor Pro Tempore Hinchman asked if there could be a health/physical fitness center set up within the City Hall/Public Safety Building area for employees. The City Manager indicated that he would look into the matter and report back to the Council in the near future.

MAYOR SNIDER EXPRESSES SYMPATHY TO THE FAMILY OF WARREN WOOD

CC-6
CC-34

Mayor Snider extended sincere sympathy to the family of City employee Warren Wood who passed away recently.

COMMENTS BY THE PUBLIC ON NON AGENDA ITEMS

The following comments were received under the "Comments by the public on non-agenda items" segment of the agenda:

RAY DAVENPORT REQUESTS COUNCIL TO CONSIDER PETITION PREVIOUSLY SUBMITTED

CC-30
CC-34

Mr. Ray Davenport, 23324 North Dustin Road, Acampo, requested Council to consider the petition previously submitted requesting the City Council to hold the appointment of Battalion Chief or Fire Shift Supervisor in abeyance for a reasonable time to grant the petitioner (Mr. Ray Davenport) an arbitration proceeding. Upon advice of the City Attorney, the City Council deferred any action due to the fact that this matter is in litigation.

PUBLIC HEARINGS

PUBLIC HEARING TO CONSIDER FINAL ENVIRONMENTAL IMPACT REPORT CERTIFIED AS ADEQUATE AT 5200 EAST SARGENT ROAD

Notice thereof having been published according to law, an affidavit of which publication is on file in the office of

CC-35
CC-53(a)
CC-53(d)

the City Clerk, Mayor Snider called for the Public Hearing to consider certifying the Final Environmental Impact Report for the Industrial Substation proposed to be located at 5200 East Sargent Road as adequate environmental documentation.

The City Council was apprised that, as the first step toward the development of the Industrial Substation on the east side of Lodi, the Electrical Utility Department engaged the services of Power Engineers of Hailey, Idaho to prepare the Environmental Impact Report (EIR).

The Draft EIR was completed earlier this year and has been through the mandatory State Clearinghouse review.

The matter was introduced by Community Development Director Schroeder, Electric Utility Director Rice and Frank Rowlands of Power Engineers, Inc.

The City Council was apprised that the City of Lodi (City), which owns and operates the electrical system serving the City, is proposing to construct a new electrical substation and related 60kV lines. The project, if approved and implemented, would consist of a new 60kV substation, the "Industrial Substation", to be located on approximately ten acres within a present industrial area immediately east of Lodi. A new 60kV line, approximately 1.6 miles in length, would tap the existing Pacific Gas and Electric (PG&E) Lockeford-Lodi No. 2 line and extend to the new substation. Modifications to existing PG&E 60kV lines and City 12kV and 60kV lines would provide ties from the facility to existing substations owned by PG&E and the City Underground 12 kV feeders would tie the facility to the existing City distribution network. The project would be financed entirely by the City of Lodi.

This document was prepared pursuant to the California Environmental Quality Act (CEQA) CA PRC Sec. 21000. No initial study was conducted preceding this document. The project EIR Notice of Preparation was filed by the City with the California State Office of Planning and Research (OPR) on January 25, 1989. The Draft EIR was filed with the OPR on April 7, 1989. The DEIR review period ended May 8, 1989.

The City receives power from PG&E's Lodi Substation, located adjacent to the City's Killelea Substation, over a single 60kV circuit. From the Killelea Substation, power is distributed at 60kV to McLane and Henning Substations, located along the 60kV loop around the City. Each of the City's three substations serve nearby customers over 12kV distribution feeders.

The need for the project is based on the following:

- With the high summer peak load of 1988, current on the 60kV bus at Killelea reached 90% of the 60kV bus capacity. This 60kV bus is supplied by PG&E over a single 60kV circuit, and is the sole source of power to the City. Additional 60kV bus capacity is needed to relieve the loading on the existing bus.

- In addition, maintenance activities on the 60kV bus can only be performed with the bus de-energized. De-energization of the 60kV bus would result in a complete outage to the City, or necessitate construction of a temporary 60kV bypass circuit, a difficult task due to the lack of space at the Killelea Substation. This situation has resulted in very infrequent maintenance on the 60kV bus.

- The 12kV distribution feeders at Killelea emanate from 60/12kV transformers and metalclad switchgear lineup. A fire or electrical problem in the switchgear would cause a complete and lengthy outage of the Killelea 12kV Substation while repairs were completed. Additionally, an outage to the 60kV bus to expedite repairs would be likely. As a result of the electrical load growth experienced within the City's electrical system, it is no longer possible to pick up all of the Killelea 12kV load from Henning and McLane Substations during an outage of the Killelea 12kV. Additional 12kV capacity is required on the east side of Lodi to accomplish this. Therefore, additional 60kV and 12kV substation facilities, and 60kV transmission lines are required on the east side of Lodi to correct these problems.

Construction of the proposed industrial Substation project would allow the City to reinforce deficient portions of their electrical system, and provide a firm, reliable electrical supply to its customers. Specifically the project as conceived would:

- Increase reliability of service to the entire City by providing three 60kV circuits for delivery of power to the City from PG&E, rather than just one as in the present situation.

- Provide a higher capacity, dual 60kV substation bus arrangement, so that maintenance activities can be performed without interrupting power to the entire City, or any portion thereof.

- Provide additional 12kV capacity on the east side of Lodi, so that all electrical load can be served during an outage of the Killelea Substation during the peak load season.

Construction of the proposed project would fulfill the stated need.

The selection and discussion of alternatives considers informed decision making on the part of the Lead Agency, other affected agencies and jurisdictions, and the public. Therefore, this EIR did not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative.

The assessment of the proposed action considers the following alternatives:

A. No Project
B. Alternative Technologies
C. Energy Conservation
D. Substation Site Alternatives
E. Transmission Line Route Alternatives

By maintaining the status quo, the City would continue with its existing single circuit energy source, high risk of outages, and difficult maintenance conditions. Therefore, the City would have no capability to increase power supply capacity or improve reliability.

The No Project alternative is not considered a viable alternative action for meeting the stated need.

Available technologies for meeting increased demand would include the installation of City-owned thermal generation within, or immediately adjacent to the City. The high capital investment and potentially adverse environmental effects, as well as the inherent increase in cost to rate payers, combine to preclude this option from consideration.

An additional alternate technology to be considered for the 60kV transmission line is that of underground construction. Although there has been underground construction of transmission systems in the United States since the late 1920s for lower voltage distribution lines and some high voltage (HV) systems, most HV systems (greater than or equal to 60kV) have been constructed in areas where overhead lines were not an option such as short sections in central-city locations. It is important to note that technological requirements for underground HV transmission lines are markedly dissimilar from those for lower voltage distribution lines. Undergrounding of HV transmission lines is vastly more complex and costly, primarily because of problems associated with dissipating cable heat. Design parameters and other restrictions combine to limit the use and application of underground transmission systems.

The basic cost of undergrounding a 60kV line would be at least four to ten times the cost of building an overhead line. While underground lines are relatively unaffected by weather conditions, they remain vulnerable to leaks, dig-ins, washouts, seismic events, and cooling-system failures. As this line would represent a primary source to the City, outages of long duration would be unacceptable.

The principal environmental benefit of undergrounding a transmission system is the reduction of adverse visual and aesthetic impacts (although ancillary facilities on, or adjacent to the right of way would be visible). However, the proposed line would be constructed in an industrial area where overhead utilities are commonplace, and frequently support multiple uses such as local electric distribution lines and communications cables on the same pole. On balance, the environmental benefits of undergrounding do not appear to outweigh the adverse impacts.

There are no alternative technologies or substitutions for substation construction.

The City Electric Utility Department has instituted a variety of energy conservation programs. Load Management studies are being conducted that provide customers with computer models of their energy use pattern. These data are used to aid the customer in determining options for more efficient energy use and a subsequent decrease in their demand charges. The reduction in customer demand due to load management ultimately reduces the City's demand and cost of power purchases. Through load control, the City has a goal to achieve a 6 megawatt reduction by 1992.

Conservation and load management recommendations are provided to customers through an energy audit program.

The Electric Utility Department has conducted energy audits of city facilities and has initiated the installation of high efficiency lighting in public facilities and in the City's street lights.

In order to detect and correct inefficient equipment, the Electric Department has conducted infra-red scanning of their lines and substations.

The "Pull the Plug" public awareness load management program is in effect during the air conditioning season to bring down the 1-7 p.m. load during the hottest days of the months.

These conservation measures reflect responsible Electric Department management. However, the City's purpose as stated is not to reduce energy consumption through the proposed action, but to provide reliability for the base load. Because energy conservation can affect energy demand, but not provide the means of providing reliability and appropriate distribution of electric power, conservation cannot be considered as an alternative action for meeting the project purposes.

The criteria for suitable substation sites include developed or planned street access; ease of access to existing PG&E and City 60kV circuits and City distribution circuits; suitable parcel size (preferably 10 acres); and central to industrial loads. Several sites meeting these criteria are found within an area bounded by Pine Street on the north, Industrial Way on the south, Central California Traction Railroad (CCTCo) on the east, and Highway 99 on the west. Portions of this area are outside the City limits. The area within the City limits is zoned Heavy Industrial (M-2). Those portions of the study area that are outside the City limits are zoned Interim Protected Agriculture (I-PA) or Limited Manufacturing (M-1). The proposed facilities are permitted uses within the I-PA zoning designation as described in the September 9, 1988 revision of the San Joaquin County Ordinance Code Section 9-3200.8 Civic Use Types, Part (K).

> Pipelines and Utilities Major. Large scale facilities used in the transmission of electricity, liquids, or gas. Typical uses include electric or natural gas transmission lines and substations, and petroleum pipelines;

Two alternative substations sites were considered: SS-1, located at the southeast corner of Cluff Avenue and Lodi Avenue; and SS-2, located on the south side of the CCTCo from the future intersection formed by the extensions of Lodi Avenue and Guild Avenue.

Both sites are currently vineyards. The entire tract is immediately adjacent to PG&E's Lockeford-Lodi #3 60kV circuit, and also intersects the proposed new 60kV line. Being farther east of city facilities than SS-1, development of SS-2 would require additional line lengths to connect the substation with existing City lines. SS-2 is not directly served by a City street.

An alternative substation action considered, but rejected, was to expand the existing Killelea Substation. This alternative would not increase the number of delivery circuits, and would therefore only partially satisfy the stated need. Because of the lack of vacant land adjacent to this facility, any expansion would impose severe impacts upon the surrounding neighborhood. For these reasons, this alternative was not considered for further study.

Transmission line routing alternatives were considered based upon their ability to satisfy the project purpose and need, and the City's routing criteria as follows:

. Avoid excessive impacts upon agricultural lands.

. Utilize existing access.

. Minimize routing through areas of congested development.

. Avoid areas representing engineering hazards or requiring costly design measures.

. Minimize the line length.

. Avoid areas of critical environmental concern.

Construction of project facilities is scheduled to begin in January 1990 with completion by May 1990. Facilities planners generally assign a project life of 35-50 years for voltage facilities.

Preliminary screening of potential alternative routes was conducted to determine areas of substantial conflict based upon environmental concerns, obvious potential public and agency opposition, and inability to conform substantially with the primary routing criteria. Two routing alternatives were identified from the preliminary screening process. The routes, shown on the project map are: Route 1, Route 1A, and Route 2.

Route 1 consists of links 1.1, 1.2, 1.3, 1.4, 1.5, 1.6. This route would tap the PG&E Lockeford-Lodi No. 2 line near the northeast corner of the Guild Winery. From the tap point the route extends along the west side of the CCTCo for approximately 2,720 feet to a field edge road. A portion of this section would be underbuilt with existing distribution that serves a City pump. A young cherry orchard is located on the west side of this section near the north end. Vineyards are found along the west side of the CCTCO adjacent to the southern end. Turning west, the route extends along the field road to Guild Avenue. A portion of this section would be underbuilt with distribution to serve a private pump east of Guild Avenue.

Turning south on Guild Avenue, the route traverses to the future extension of Lodi Avenue, crosses to the south side of the CCTCo, turns west and extends to either SS-1 or SS-2. This route section passes Dart Container Corp. and active vineyards on either side of the future extension of Guild Avenue. From Pine Street south to the future extension of Lodi Avenue, the Lodi Cemetery is on the east and vacant land on the west. However, the land on the west has been platted for small, zero setback industrial lots to be developed as Griffin Industrial Park. Vineyards are again encountered between the south side of Lodi Avenue and the north side of CCTCo.

A route following Guild Avenue from the northwest corner of the Guild Winery to Highway 12 was also examined. However, beginning approximately 700 feet north of Highway 12 and extending north approximately 1300 feet, significant portions of Guild Avenue are bordered by King Palm, Eucalyptus, and Oak trees. Placing a 60kV line along the street would require severe pruning and possible removal of trees. As that impact was considered unacceptable, this alternative was rejected from further consideration.

An additional alternate, Route 1A, would continue along the CCTCo across Highway 12 and south to the future extension of Lodi Avenue. It was originally perceived that sufficient conductor to building clearance was restricted by two buildings making this alternative undesirable. However, during the DEIR review period, additional engineering and right of way analyses were conducted on this alternative. Subsequent to those studies, it was determined that the route 1A is not constrained by existing building clearance to conductor. Route 1A consists of 1.1, 1.1A, 1.2A, and 1.6.

The route segment, designated 1.1A, extends along the west side of the CCTCo in a southerly direction, and crosses Highway 12 and Pine Street to the future extension of Lodi Avenue, for a total of +/- 0.6 miles. Route 1.1A traverses an existing PG&E public utility easement.

At the north side of the future extension of Lodi Avenue, route segment 1.2A extends west for +/- 500 feet, then crosses Lodi Avenue and travels +/- 640 feet until it meets link segment 1.6, which runs west to the SS-1 site.

Route 2 consists of links 2.1, 2.2, 2.3, 2.4, 1.5, 1.6. This alternative would tap the PG&E Lockeford-Lodi No. 2 60kV line at a point near the Mokelumne River, approximately 1,200 feet northeast of the end of Kennison Lane. From the tap point, the route traverses row crops across the river's floodplain for 1,120 feet. From the floodplain rim, the route continues south along a private farm road to Highway 12. This section traverses lands in vineyard on the west and currently vacant lands on the east. From Highway 12, the route continues south along property lines through vineyards to the east end of Pine Street, turning west on Pine Street, the route follows an existing distribution pole line to the northwest corner of the Lodi Cemetery. From that point, routes 1 and 2 would have the same alignment.

In addition to the above described new 60kV transmission line, three short sections of 60kV line would be constructed to link the proposed substation with the City's existing 60kV loop. These line segments of approximately 1400, 1700, and 6900 feet respectively (7400 feet of which would be overbuild of existing 12kV lines), would each be routed within the existing industrial area of the Lodi city limits. Each new segment would be routed to take advantage of linking sections of existing 12kV lines.

An alternative route considered but rejected would have traversed Kennison Lane from a tap point near the river to Highway 12. Because of the perceived negative visual impact of the line upon the Kennison Lane neighborhood, coupled with the requirement to trim and possibly remove trees, this alternative was not considered for further study.

Environmental consequences of the proposed action and alternatives would be those residual impacts remaining subsequent to the process that has identified, evaluated, and integrated initial impacts with appropriate mitigation measures. That process involved assessing impacts by comparing the proposed action with the pre-action environment, and determining mitigation that would avoid, reduce, or eliminate long term impacts.

Potential significant impacts were identified during routing studies and with discussions with City and County personnel. Additional comments on impact or issue identification were solicited from state and federal agencies through the filing of the project Notice of Preparation. Potentially significant impacts identified through this process were: effects upon agricultural activities; effects on existing orchards, shade, and ornamental trees; effects on existing residential areas' and overall visual impact of project facilities.

Perhaps the most significant potential impacts of those listed would be effects on agricultural patterns and practices, the line's presence in farm and residential areas relative to the visual effects, and the potential for tree removal to accommodate the right of way. In addressing the impact upon area agriculture, it is noted

that the San Joaquin County General Plan discourages the unnecessary conversion of prime farm land to incompatible uses. The range of alternatives for the line route vary in their right of way requirements from 14.95 acres to 19.84 acres for the substation and new line segments. Each alternative route would traverse prime farm land; therefore, appropriate mitigation would address measures to minimize effects upon those lands. Such measures would include:

- Select as short a route as is practicable.
- Place facilities on field edges, adjacent to roads, and along existing pole line right of ways so their effect on agricultural operations and residential developments would be minimized.

The implementation of these procedures would, in large measure, offset project impacts to farm and rural residential areas.

Project related impacts to earth resources would be those which may accelerate the rate of soil erosion, or cause soil compaction. Disturbance of ground cover and soil compaction would occur as a result of construction activities on the right of way. However, these effects are not considered to have significant long term consequence. Fugitive dust caused by construction activities would be easily controlled by requiring contractors to implement common dust curtailment measures such as watering construction travel ways and other areas of surface disturbance. Individual right of way agreements would stipulate appropriate revegetation according to the grantor's specifications.

Concern for biological resources would include project affects upon threatened or endangered plant and animal species, critical habitats, unique vegetative types, or areas of low vegetative potential. Consultation with the California Natural Diversity Database has been initiated. Should threatened and endangered species be found within the immediate project area, measures would be taken to avoid disturbing or impacting these populations.

To satisfy compliance with Section 106 of the National Historic Preservation Act, as implemented through 36 CFR 800, the California Office of Historic Preservation and the Central California Information Center have been consulted for comments relative to historical or cultural resources.

The proposed Project would effect short-term increases in noise levels from the use of various vehicles and machinery during construction and maintenance. During periods of rain and fog some very low-level hissing may be noticed in the immediate line vicinity. For most persons, however such noise is below the minimum threshold of hearing. Noise generated by the substation equipment would also be confined to a level of approximately 61Ldn. The San Joaquin County of Governments allows a noise level of 75Ldn at the property line in industrial developments.

No adverse effects are anticipated to be perceived as a result of Project facilities.

Some level of controversy is anticipated to arise over the project's visual impacts and effects upon agricultural practices.

Of primary concern will be the certification of the environmentally and technically preferred transmission line route and substation site. Mitigation of areas of controversy may be stipulated by the project proponent (the City).

Based upon the review of potential impacts, route and site evaluation worksheets, individual routing and siting preferences, and agency comments; the cumulative land use, engineering and environmental consequences of each route and site were summarized. The preferred route and substation site of least environmental impact were identified based upon a review of these data in relation to evaluation criteria.

Public and agency comment on the Draft EIR has been solicited. The final project disposition is a result of an analysis of all data presented. Based upon the DEIR analysis process and subsequent comments, the project proponent prefers the 60kV line alternative Route 1A and substation site SS-1. While route 1A scores somewhat higher than Route 1 (70.9 points versus 63.92 points) for cumulative impacts, its placement within an existing public utility easement for approximately 0.6 miles has significant merit for the selection as the preferred route.

The City of Lodi (City) operates transmission and distribution systems solely within the Lodi City limits for the purpose of providing electric service to City customers.

Under its present operating configuration, the City purchases power from Western Area Power Administration (WESTERN) and NCPA. These resources are delivered from PG&E's Lockeford Substation over four PG&E circuits of delivery to PG&E's Lodi Substation and thence over a single circuit to the City's adjacent Killelea Substation. Because of the overall growth of the City, substation facilities are reaching the point where, in the event of an outage at one substation, the others cannot adequately assume the additional load. during the summer of 1988, the Killelea Substation 60kV bus reached 90 percent of its capacity. Any one of several contingencies occurring under such a loading condition would cause an outage of potentially several hours affecting all of Lodi.

Implementation of the "Industrial Substation Project" would consist of: constructing approximately 1.6 miles of 60kV transmission line to provide a new source of delivery from PG&E to the City; construction of a new 60kV substation to be the new point of delivery; and modifications to existing PG&E 60kV lines and City 12kV and 60kV lines to tie together new and existing facilities.

Construction of the proposed Industrial Substation project would allow the City to reinforce deficient portions of their electrical system, and provide a firm, reliable electrical supply to its customers. Specifically the project as conceived would:

. Increase reliability of service to the entire City by providing three 60kV circuits for delivery of power to the City from PG&E, rather than just one as in the present situation.

. Provide a higher capacity, dual 60kV substation bus arrangement, so that maintenance activities can be performed without interrupting power to the entire City.

. Provide additional 12kV capacity on the east side of Lodi, so that all electrical load can be served should an outage of the Killelea Substation occur during the peak load season.

The new 60kV transmission line would extend from a tap point on PG&E's Lockeford-Lodi No. 2 line to the new substation. The preferred route, approximately 1.6 miles in length, would traverse existing and planned transportation routes. The proposed design would consist of a single circuit wood pole line with horizontal post insulators. In several locations the route would follow that of existing distribution lines and public utility easements. In these cases the existing lines would be moved onto the new poles and the old poles removed. The design criteria would conform to California General Order 95.

The new 60kV line would require a forty foot right of way. The total amount of land required for the preferred route right of way would be approximately 4.95 acres.

Under a City/PG&E agreement, PG&E would design and build this line. In addition, PG&E would acquire the necessary rights of way. Negotiations with landowners for easement rights would be conducted according to the California Uniform Relocation and Property Acquisition Act. Landowners would be compensated for the easement on a basis of fair market land value. If negotiations are not successful, condemnation proceedings would be undertaken. While many uses are allowed within transmission line easements, certain restrictions are imposed. These would primarily concern the erection of structures within the easement, or the conduct of activities that might pose a safety hazard or impede the operation and maintenance of the line.

Conceptually, the proposed action would consist of two major elements:

. A single circuit 60kV wood pole transmission line

. A 60kV-12kV substation

In addition, modifications to existing City 60kV and 12kV lines would be made, and short segments of 60kV lines constructed within the City to interconnect existing facilities.

Siting analysis has identified suitable alternative substation sites and transmission line routes. In order to plan for future contingencies, the City would purchase a ten acre parcel for a substation site. The project as proposed would require a fenced area of approximately three acres. Alternative sites are located at the southeast corner of the Lodi Avenue and Cluff Avenue intersection and on the south side of the CCTCo near the east end of Lodi Avenue.

The Industrial Substation would be a completely new facility requiring a new site separate from existing facilities owned by the City. Entry and exit 60kV transmission lines from the station would tie to stations owned by Pacific Gas and Electric (PG&E) and the City. Underground 12kV feeders would tie to the existing city distribution network.

The proposed substation would consist of two 60kV yards and one 12kV yard with space to accommodate future facilities. The 60kV yards would be double bus-double breaker schemes

with disconnect switches on the two main buses to tie the City (load) 60kV yard with the PG&E (source) 60kV yard. Revenue metering points for WESTERN would be located on the two main buses on the source side (PG&E) of the 60kV bus tie switches.

The existing PG&E Lockeford-Lodi Line No. 3 would be cut and looped through the Industrial Substation. A new 60kV line segment would be built from the existing PG&E Lockeford-Lodi No. 2 line to the Industrial Substation.

Three 60kV lines from the City yard would tie to the existing City 60kV system. Two terminals on the City 60kV bus would connect to the two 60-12kV transformers that feed the 12kV yard.

The 12kV yard would consist of a main and transfer bus scheme with a switch-sectionalized main bus and one tie breaker. Five underground feeders would be installed initially with buswork and structures provided for three additional feeders. Space would be provided for a future third 60-12kV transformer and five 12kV feeder positions.

Substation and associated facilities would require a site of approximately ten acres. A three acre enclosed portion of the site would contain transmission line entry and exit structures, power circuit breakers, two 60-12kV power transformers, rigid bus work, water and sewer lines extended for a small control house with restroom, and various pieces of ancillary operating, metering, and safety devices. The power circuit breakers would utilize an arc extinguishing gas compound called SF6, in circuit breaker tanks. SF6 is a nontoxic, non-explosive, inert gas; however, because the gas displaces oxygen, under enclosed conditions there is a risk of suffocation. The tanks for the power transformers would each contain 6,000 gallons of insulating mineral oil. Standard oil containment devices, either sealed earth berms or concrete pad and walls, would be constructed around the transformers to contain oil in the unlikely event of a leak or spill.

The developed area of the site would be enclosed by a ten foot wood slat chain link fence topped with three strands of barbed wire.

Engineering, right of way, and construction costs have been estimated for the preferred route and substation. The cost of other considered alternatives would not vary significantly from the preferred alternative. While a cost-benefit analysis has not been developed, the No Action--therefore--No Cost alternative would result in City power supply and reliability limitations in the near future.

Cost estimates for the project as proposed are as follows:

Substation (Design/Construct)	$3,820,000
60kV Transmission Line (PG&E Design/Construct & Right of Way	$ 369,626
60/12kV Line Interconnections (Design/Contract)	$ 407,000
Total Estimated Cost-Preferred Action	$4,596,626

These costs are preliminary, planning level estimates. Budget estimates for construction inspection and project management are not included.

This Environmental Impact Report (EIR) is intended to be used as an informational source document to inform public

agency decision-makers and the general public of the potential significant environmental effects of the proposed City of Lodi Industrial Substation Project. This document also identifies possible ways to minimize the significant effects, and describes reasonable alternatives to the project.

Further, the following subjects were discussed as a part of the project report:

. Routing and siting analysis approach

. Environmental concerns and impacts

. Evaluation and alternate routes and sites

. Environmental consequences

There being no persons in the audience wishing to address the City Council regarding the matter, the public portion of the hearing was closed.

Following discussion, on motion of Council Member Pinkerton, Hinchman second, the City Council certified the Final Environmental Impact Report for the Industrial Substation, 5200 East Sargent Road, as adequate and adopted the following findings:

A. ENVIRONMENTAL IMPACT - Visual Resources

The proposed transmission line poles will be approximately 65 feet tall. Because of their height, the poles can not be screened from view and will be visible from the surrounding area.

Finding

Because of the flat terrain and low height of the existing vegetation, it is not possible to screen the transmission poles. The only method to eliminate the visual impact would be to underground the lines. This has been determined to be infeasible due to the following:

1. Cost - Four to ten times overhead line costs; would increase total project costs by approximately two to three times.

2. Right of Way Impacts - During construction, a continuous trench is required for underground cable versus a single pole placed at spaced intervals.

3. Right of Way Access - Access to right of way is required throughout its length for underground cable; pole access only, is required for overhead lines.

4. Vulnerability - Underground transmission is vulnerable to leaks, dig-ins, washouts, seismic events and cooling system failures.

5. Outage Duration - Typical outage durations for underground transmissions are days or weeks versus hours for overhead lines.

6. Maintenance - High voltage underground transmission requires specialized skills and equipment.

7. Reliability - High voltage underground transmission is less reliable than overhead transmission.

B. ENVIRONMENTAL IMPACT - DISRUPTION OF AGRICULTURAL OPERATIONS

The proposed transmission lines may temporarily disrupt agricultural operations during construction. This disruption will be of short duration, taking only as long as it takes to erect the poles and place the wires. The majority of the lines will be along either street or the railroad right of way, reducing the impact on private property.

Construction within the preferred corridor would result in disturbance to approximately 7.95 acres for transmission structures and line installation and ten acres for installation of the new substation and associated facilities.

Following construction of the project, the majority of the land disturbed would revert to its pre-construction use. At each pole location an approximate 2000 square foot area will be temporarily disturbed by construction, including vehicle access. Once erected, this area will be rehabilitated as needed and can be used for agricultural purposes. The pole itself occupies approximately four square feet.

Finding

The only long term effect on farming operations may be on the aerial application of agricultural chemicals. Fields immediately adjacent to the transmission line will be more difficult to crop-dust by air. Traditional north-south flying patterns may require modification for areas adjacent to the lines. Aerial side dressing of field ends adjacent to the transmission lines at right angles to the crop row can, however, still produce satisfactory coverage with minimal additional cost for materials.

OVERRIDING CONSIDERATIONS

The construction of the Industrial Substation Project would allow the City to reinforce deficient portions of their electrical system, and provide a firm, reliable electrical supply to its customers. Specifically, the project would:

1. Increase reliability of service to the entire City by providing three 60kV circuits for delivery of power to the City from PG&E, rather than just one as in the present situation;

2. Provide a higher capacity, dual kV substation bus arrangement, so that maintenance activities can be performed without interrupting power to the entire City, or any portion thereof.

3. Provide additional 12kV capacity on the east side of Lodi, so that all electrical load can be served during an outage of the Killelea Substation during the peak load season.

The proposed Industrial Substation Project represents the best alternative to achieve the City's goals. The route provides the best balance between engineering design, economies, and environmental considerations.

PLANNING COMMISSION REPORT — City Manager Peterson presented the following Planning Commission Report of the Planning Commission Meeting of May 8, 1989

CC-35 — The Planning Commission -

ITEMS OF INTEREST

1. Continued the Public Hearing to consider the request of

Larry Busch on behalf of Concrete Inc. to extend the Use Permit for a portable batch plant and temporary office trailer at 1360 East Turner Road until 7:30 p.m., Monday, May 22, 1989.

2. Conditionally approved the request of Inder P. Singh for a Use Permit to install a temporary office trailer for used car sales at 720-736 South Cherokee Lane in an area zoned C-2, General Commercial.

COMMUNICATIONS
(CITY CLERK)

LETTER FROM BARBARA BENNETT REGARDING CONCERNS PERTAINING TO THE LODI ARTS COMMISSION

CC-2(k)

Following receipt of a letter from Barbara Bennett, Chair, Lodi Arts Commission, regarding concerns pertaining to the Lodi Arts Commission, the City Council requested staff to review the matter and to report to the City Council in the near future with recommendations.

LETTER FROM B. K. HANEKE, ACTION SOARING CENTER, SEEKING COUNCIL APPROVAL TO USE A PORTION OF SALAS PARK AS A PLACE FOR A HANG GLIDING PROGRAM

CC-6
CC-40

Following receipt of a letter from B. K. Haneke, Action Soaring Center, seeking Council approval to use a portion of the Salas Park as a place where a Hang Gliding program may be conducted, the City Council, on motion of Mayor Pro Tempore Hinchman, Olson second, referred the matter to the Parks and Recreation Commission and asked that staff attempt to work out a suitable insurance program.

REGULAR CALENDAR

CONSIDERATION OF SITE FOR INDUSTRIAL SUBSTATION (5200 EAST SARGENT ROAD, LODI, APN NUMBER 049-070-02) WITH ADEQUATE ENVIRONMENTAL DOCUMENTATION TO INITIATE ACQUISITION

RES. NO. 89-59

CC-27(a)
CC-51(d)
CC-300

The City Council was advised that certification of the Industrial Substation Environmental Impact Report and approval of the preferred site for the substation by the City Council are necessary prerequisites to acquisition of preferred site. A proposed Resolution was presented for Council approval which was intended to confer authorization upon the City Manager to execute all documents necessary to acquire that certain real property situated in the County of San Joaquin, State of California, which constitutes the preferred site.

Following discussion, on motion of Council Member Reid, Pinkerton second, Council by unanimous vote, adopted Resolution No. 89-59 approving the preferred site for the Industrial Substation, 5200 East Sargent Road, Lodi, APN No. 049-070-02.

SPECIFICATIONS AND ADVERTISEMENT FOR BIDS TO PURCHASE TWELVE POWER CIRCUIT BREAKERS FOR THE INDUSTRIAL SUBSTATION
APPROVED

CC-12.1(b)

The City Council was requested to approve the specifications for the purchase of (12) 69-KV, SF6, power circuit breakers which will be installed at the new Industrial Substation 60-KV bus scheme to accommodate three incoming PG&E lines and City lines leaving the site. The estimated cost of this purchase is $600,000 with delivery expected in approximately 40 weeks.

Funding for this purchase is available within the overall funding for the Industrial Substation project.

On motion of Council Member Pinkerton, Hinchman second, Council by unanimous vote, approved the specifications for the purchase of twelve (12) 69-KV, SF6 Circuit breakers and authorized advertisement for bids thereon.

SPECIFICATIONS AND ADVERTISEMENT FOR BIDS TO PURCHASE ONE 60-12 KV POWER TRANSFORMER

CC-12.1(b)

The City Council was requested to approve the specifications for the purchase of one 60-12 KV, 21.0/28.0/35.0 MVA power transformer which will be installed at the new Industrial Substation to provide normal and emergency capacity to the industrial and east section of town. The estimated cost of this purchase is $325,000 with delivery expected in 48 weeks.

Funding for this purchase is available within the overall funding for the Industrial Substation project.

On motion of Council Member Reid, Hinchman second, Council by unanimous vote, approved the specifications to purchase one 60-12 KV, 21.0/28.0/35.0 MVA power transformer and authorized advertisement for bids thereon.

REVIEW OF AUDIT PROPOSALS

CC-6
CC-21(a)

The City Council was reminded that, at the March 22, 1989 Council meeting, Council had approved the "Invitation to Submit Proposals for Auditing Services" and authorized the Finance Director to advertise and solicit proposals. At this meeting, Council also appointed the following Audit Selection Committee members to review proposals submitted:

- Mayor John R. (Randy) Snider
- Council Member Fred Reid
- General Mills Controller Rich Mullenbach
- Finance Director/Treasurer Robert Holm
- Assistant City Manager Jerry Glenn

On April 17, 1989, proposals were received from the following firms:

- Deloitte Haskins & Sells (Sacramento)
- Ernst & Whinney (Sacramento)
- Grant Thornton (Stockton)
- KPMG Peat Marwick (Sacramento)
- Pfanner & Tate (Sacramento)
- Vargas, Cruz & Patel (San Jose)

The Audit Selection Committee met May 1, 1989. After careful review and evaluation of each proposal in the area of technical experience, qualification of the audit team and comparison of costs, it was the unanimous agreement of

the Committee to recommend the audit firm of KPMG Peat Marwick for audit services.

Each respondent was notified of the Committee's recommendation by letter on May 10, 1989.

Following discussion, on motion of Council Member Olson, Hinchman second, Council by unanimous vote, accepted the proposal from the firm of KPMG Peat Marwick to provide audit services for the fiscal year 1988-89 at a cost of $21,600.

PROPOSED ORDINANCE OF THE LODI CITY COUNCIL PROHIBITING SMOKING IN CITY-OWNED FACILITIES

CC-24(a)

At the direction of the Council, a draft of the ordinance was prepared, which would implement a "no smoking" rule for City-owned buildings or facilities. Although there has already been a policy put in place regarding smoking in City Hall, this ordinance would expand that policy to all City-owned facilities, including but not limited to City Hall, the Carnegie Forum, Police Department, Fire Department, Municipal Service Center, and Parks and Recreation facility.

It would not apply to those City facilities used for recreational purposes or exhibit halls, or other places where the public regularly assemblies.

The ordinance also empowers the City Manager to designate specific areas in City facilities in which smoking shall be allowed.

It is anticipated that voluntary compliance will be obtained in most cases, but citations may be issued for flagrant or repeated violations by either employees or those members of the public present in such facilities.

No attempt was made to regulate smoking in other public places not owned by the City, or in any private business or property.

Following discussion, on motion of Mayor Pro Tempore Hinchman, Reid second, the City Council referred the matter to the City Attorney to modify the ordinance to include all city owned buildings with the exception of certain areas designated by the City Manager.

ORDINANCES

AN ORDINANCE OF THE LODI CITY COUNCIL REPEALING AND REENACTING LODI MUNICIPAL CODE SECTION 2.04.070 SPECIFYING PROCEDURES FOR ELECTION OF THE MAYOR AND MAYOR PRO TEMPORE

ORD. NO. 1455 ADOPTED

CC-6
CC-143
CC-149

Ordinance No. 1455 entitled, "An Ordinance of the Lodi City Council Repealing and Reenacting Lodi Municipal Code Section 2.04.070 Specifying Procedures for Election of the Mayor and Mayor Pro Tempore" having been introduced at a regular meeting of the Lodi City Council held May 3, 1989 was brought up for passage on motion of Council Member Olson, Hinchman second. Second reading of the ordinance

was omitted after reading by title, and the ordinance was then adopted and ordered to print by the following vote:

Ayes: Council Members - Hinchman, Olson, Pinkerton, Reid and Snider (Mayor)

Noes: Council Members - None

Absent: Council Members - None

Abstain: Council Members - None

AN ORDINANCE OF THE LODI CITY COUNCIL MODIFYING CHAPTER 2 OF THE LODI MUNICIPAL CODE AS IT RELATES TO THE CONDUCT OF COUNCIL MEETINGS

ORD. NO. 1456
ADOPTED

CC-6
CC-143
CC-149

Ordinance No. 1456 entitled, "An Ordinance of the Lodi City Council Modifying Chapter 2 of the Lodi Municipal Code as it Relates to the Conduct of Council Meetings" having been introduced at a regular meeting of the Lodi City Council held May 3, 1989 was brought up for passage on motion of Council Member Reid, Hinchman second. Second reading of the ordinance was omitted after reading by title, and the ordinance was then adopted and ordered to print by the following vote:

Ayes: Council Members - Hinchman, Olson, Pinkerton, Reid and Snider (Mayor)

Noes: Council Members - None

Absent: Council Members - None

Abstain: Council Members - None

ADJOURNMENT

There being no further business to come before the City Council, Mayor Snider adjourned the meeting at approximately 8:55 p.m.

ATTEST:

Alice M. Reimche
City Clerk

by

Judy Johnson
Deputy City Clerk